

From: [Clayton Rick](#)
To: [A30 Chiverton to Carland Cross](#)
Subject: A30 Carland to Chiverton - CC response to ISH3 queries
Date: 24 April 2019 17:47:22
Attachments: [20190404_A30_C2C_WCH Action ISH3_final.docx](#)
[Q11_20190328_Truro Cycling Campaign letter - Chiverton Bridgev2.pdf](#)
[Q8_CSI Designated funds infographic.pdf](#)
[Q8_CSI_DF_CC Leaflet feb 2019.pdf](#)
[Q6_sw85ne.85sw.85se_SRO Penhale to Carland Cross Improvement 1989.pdf](#)
[Q6_sw8454_SUO Land at Carland Cross 2003.pdf](#)
Importance: High

Dear Sian

Please find attached Cornwall Council responses to queries raised for Issue Specific Hearing 3 (ISH3) for deadline 3 with attachments referred to within.

I trust this is acceptable – any queries please let me know, thanks and regards Rick

Rick Clayton

Major Transport Scheme Lead | Transport & Infrastructure | Economic Growth & Development |
Floor 4B, Pydar House, Pydar Street, Truro TR1 1XU | www.cornwall.gov.uk

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rick.clayton@cornwall.gov.uk

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SW 8454
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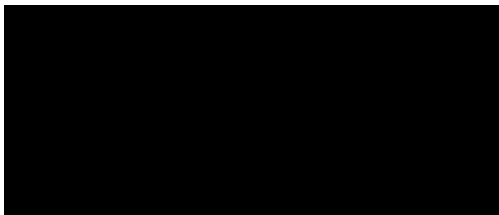
MEMORANDUM

TO: Land Searches Services, St. Clement Building, OCH, Truro
FROM: Philip Williams, Highways Legal Team, County Legal Services, Scorrier
MY REF: PJW/SOH.145/10121 **YOUR REF:**
DATE: 11th March 2003



Highways Act 1980 - Section 116
The Stopping Up of Highway (Cornwall) (Land at Carland Cross, Mitchell)
Order, 2003

I enclose for your records a copy of the above Order which was made by the Justices sitting in the Petty Sessional Division of West Cornwall on 6th March 2003.



P J WILLIAMS
Legal Assistant

IN THE COUNTY OF CORNWALL

PETTY SESSIONAL DIVISION OF WEST CORNWALL

HIGHWAYS ACT 1980

STOPPING UP OF HIGHWAY: LAND AT CARLAND CROSS, MITCHELL.

WHEREAS application has this day been made to the Justices sitting in the Petty Sessional Division of West Cornwall at the West Cornwall Magistrates Court, the Courthouse, Trelowarren Street, Camborne for an Order under Section 116 of the Highways Act 1980 authorising the stopping up of an area of the unclassified highway at Carland Cross, Mitchell being part of the former A30 trunk road and comprising an area of approximately 825 square metres on the grounds that the said area of highway is unnecessary;

AND WHEREAS the said Court is satisfied that the notices required to be given under Section 116 and Part I of Schedule 12 to the Highways Act 1980 have been given;

AND WHEREAS the said Court is satisfied that the area of highway described above is unnecessary;

IT IS HEREBY ORDERED that the area of highway referred to above which is more particularly delineated and coloured blue on the plan marked "The Stopping Up of Highway (Cornwall) (Land at Carland Cross, Mitchell) Order 2003" annexed hereto and duly signed by the Chairman of the said Court be stopped up;

PROVIDED THAT where immediately before an area of highway is stopped up in pursuance of this Order there is under, in, on, over, along or across that highway any apparatus of statutory undertakers, those undertakers shall have the same rights as respects that apparatus as they had immediately before the stopping up took place.

DATED this sixth day of March 2003.

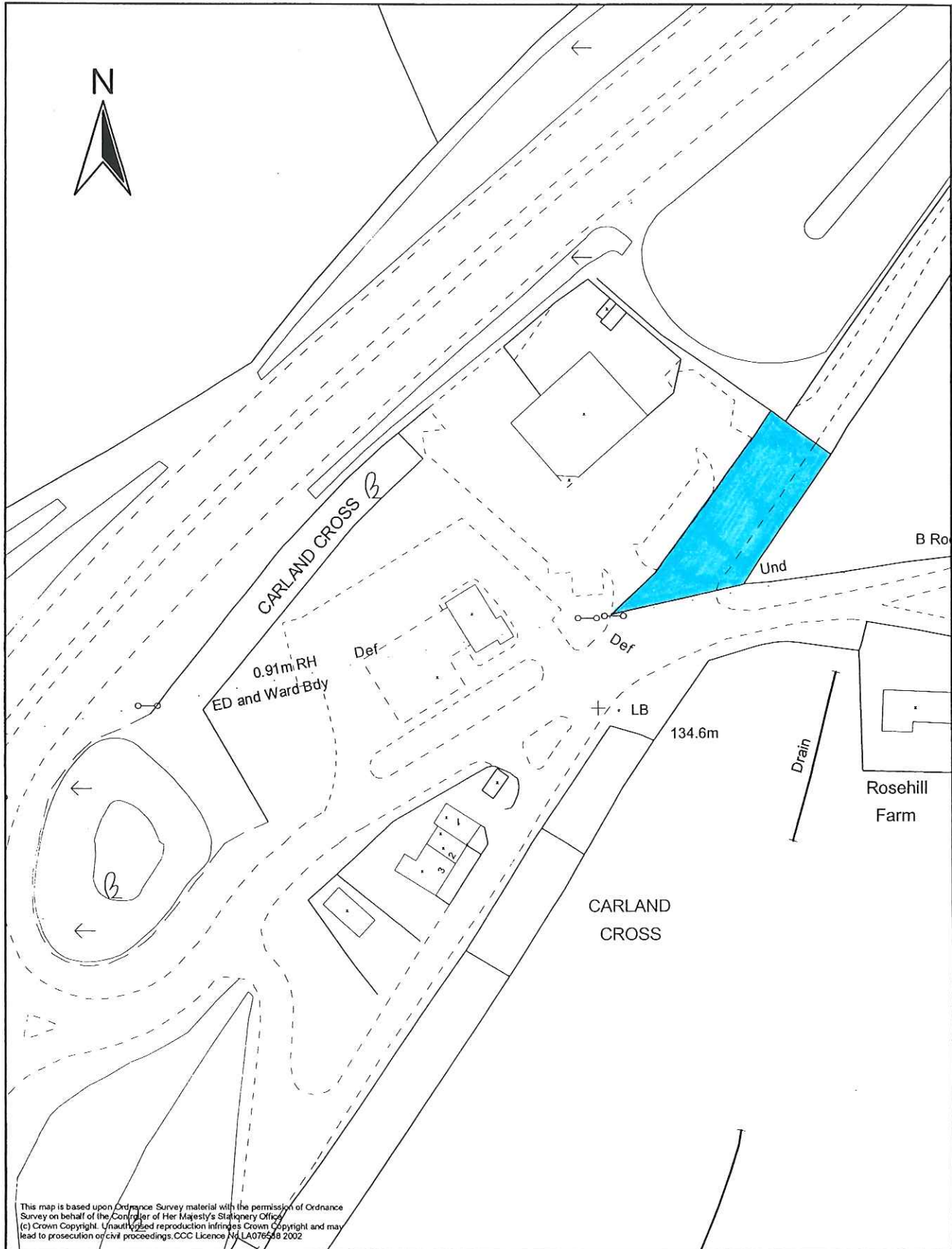


Chairman

The Stopping Up of Highway (Cornwall) (Land at Carland Cross, Mitchell) Order, 2003

Scale: 1: 1250

KEY  Highway to be Stopped Up



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HIGHWAYS ACT 1980
SECTION 116

THE STOPPING UP OF HIGHWAY
(CORNWALL) (LAND AT CARLAND
CROSS, MITCHELL)
ORDER 2003

PLAN FOLIO

THE LONDON - PENZANCE TRUNK ROAD A30

(PENHALE TO CARLAND CROSS IMPROVEMENT AND SLIP ROADS
SIDE ROADS) ORDER 1989

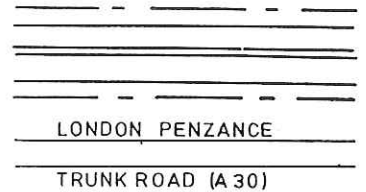
FEB 1990

THESE PLANS ARE REPRODUCED WITH THE SANCTION OF
THE CONTROLLER OF H.M. STATIONERY OFFICE.

THEY DO NOT SHOW WIDTHS OR CONSTRUCTIONAL DETAILS
OF THE PROPOSED ROADS

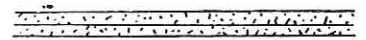
KEY PLAN 1:10 000
SCALES:-
SITE PLANS 1:2 500

ROUTE OF THE MAIN NEW TRUNK ROAD



EXISTING OR IMPROVED TRUNK ROAD

ROUTE OF NEW HIGHWAY



HIGHWAY TO BE IMPROVED



HIGHWAY TO BE STOPPED UP



PRIVATE ACCESS TO BE STOPPED UP



ROUTE OF NEW PRIVATE MEANS OF
ACCESS



PLAN REGISTRY

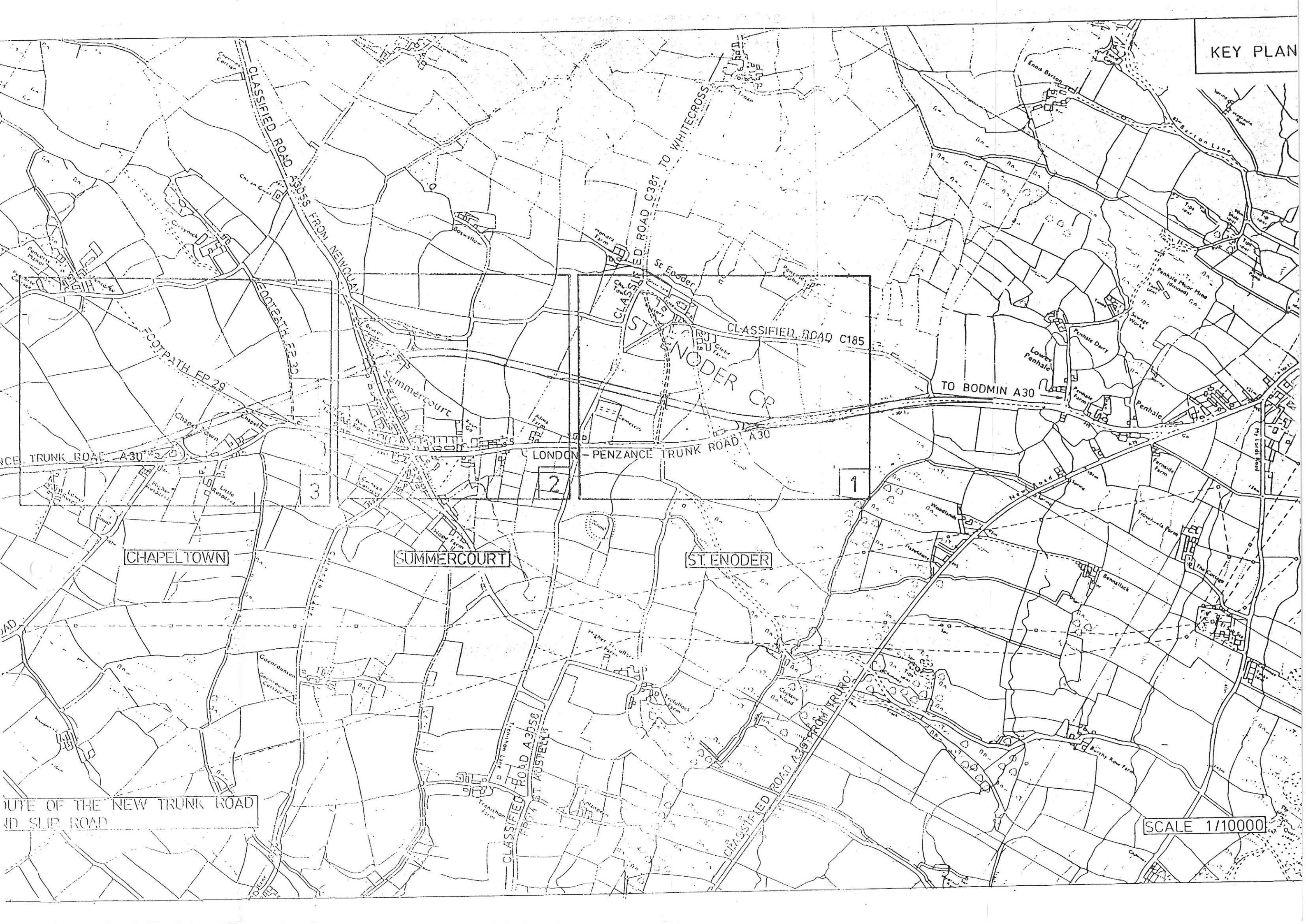
No.
HA14/1 SWM39

Date
4th November 1988

SIGNED BY THE AUTHORITY
of the
SECRETARY OF STATE FOR TRANSPORT
the 7 FEBRUARY 1989

G. M. WEDD
Regional Director
South West Region
Department of Transport

NOTE: UNITS OF LENGTH 1 kilometre = 0.621 miles approx.
1 Metre = 1.094 yards approx.



CLASSIFIED ROAD A3058 FROM NEWQUAY
FOOTPATH EP 29
FOOTPATH EP 30
LONDON - PENZANCE TRUNK ROAD A30

CLASSIFIED ROAD C381 TO WHITECROSS
CLASSIFIED ROAD C185
LONDON - PENZANCE TRUNK ROAD A30

TO BODMIN A30
CLASSIFIED ROAD A3058 FROM ST. AUSTEIN'S
CLASSIFIED ROAD A3058 FROM TRURO

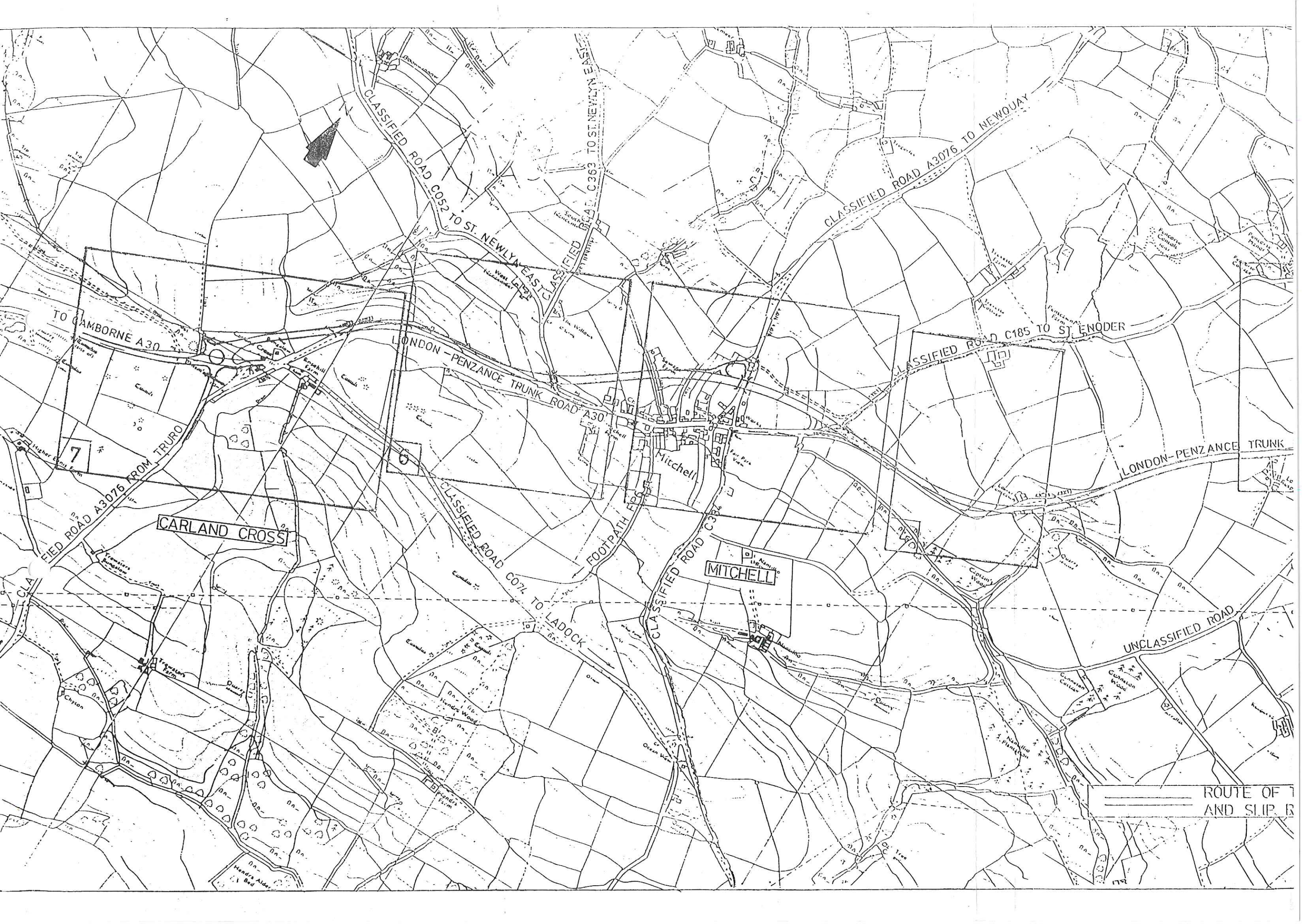
CHAPEL TOWN

SUMMERCOURT

ST. ENODER

ROUTE OF THE NEW TRUNK ROAD AND SLIP ROAD

SCALE 1/10000



CLASSIFIED ROAD C052 TO ST. NEWLY EAST

CLASSIFIED ROAD C363 TO ST. NEWLY EAST

CLASSIFIED ROAD A3076 TO NEWQUAY

CLASSIFIED ROAD C185 TO ST. ENODER

TO CAMBORNE A30

LONDON-PENZANCE TRUNK ROAD A30

LONDON-PENZANCE TRUNK

CLASSIFIED ROAD A3076 FROM TRURO

CARLAND CROSS

CLASSIFIED ROAD C074 TO LADOCK

FOOTPATH

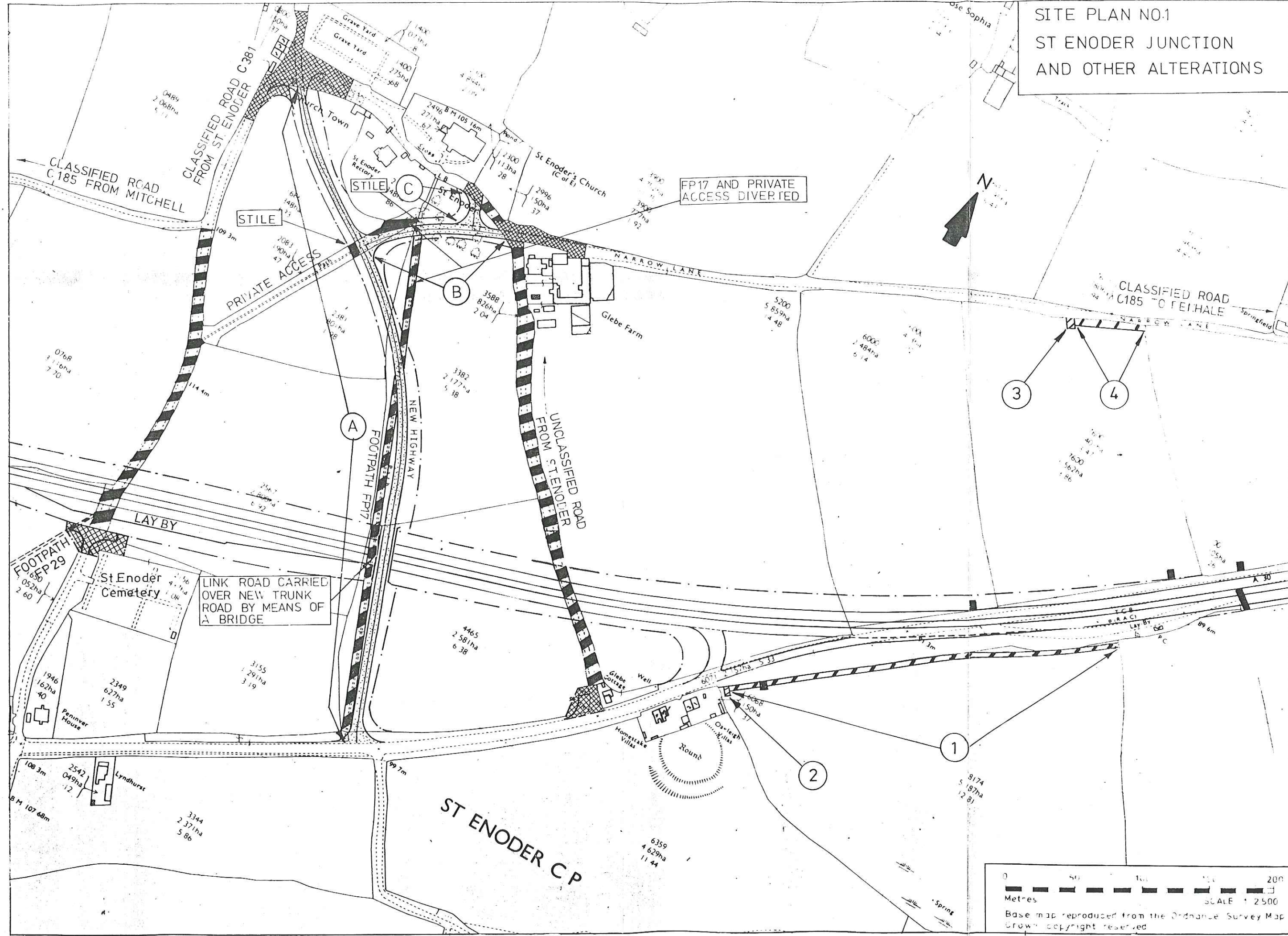
MITCHELL

CLASSIFIED ROAD C384

UNCLASSIFIED ROAD

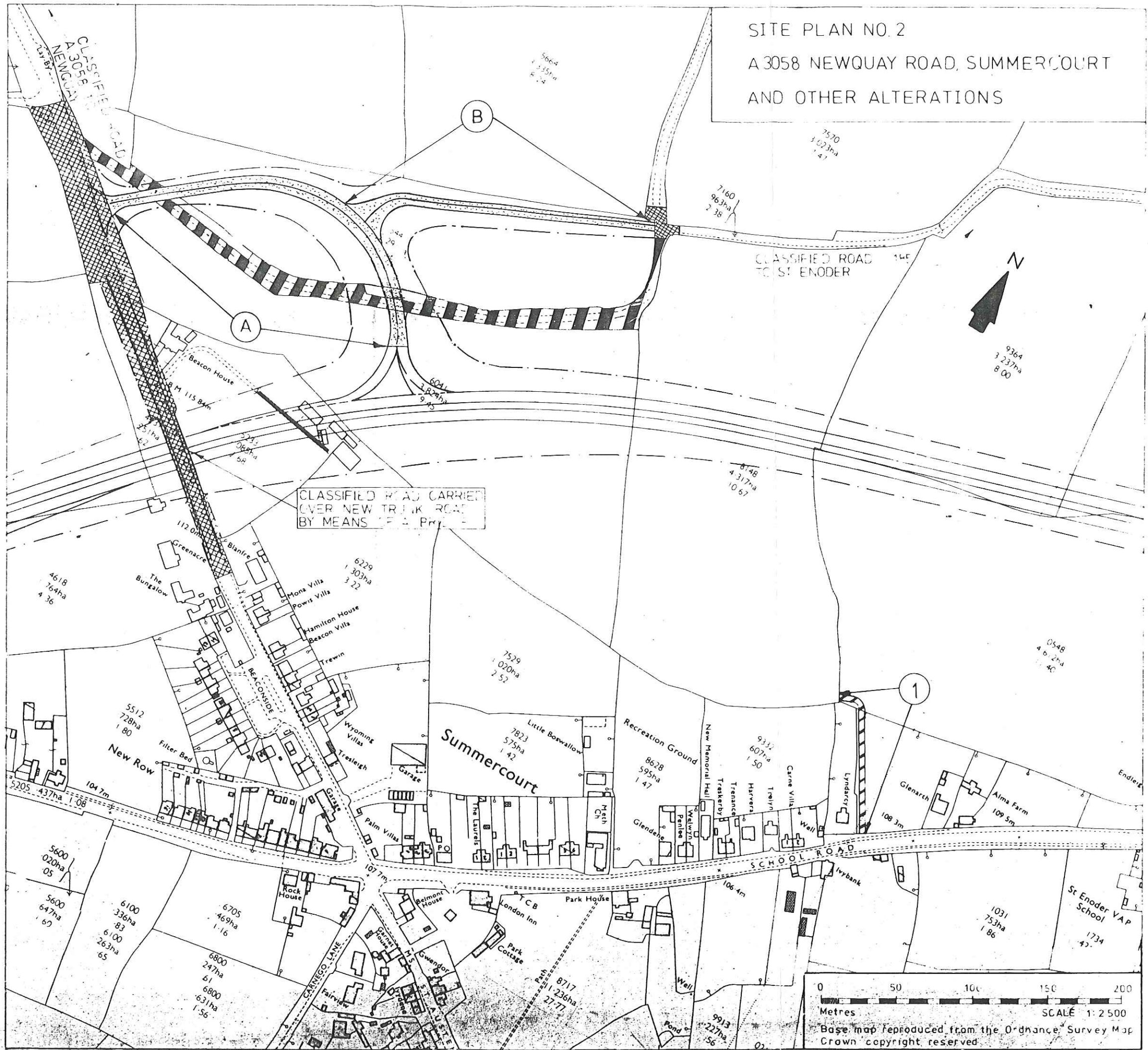
ROUTE OF AND SLIP R

SITE PLAN NO.1
ST ENODER JUNCTION
AND OTHER ALTERATIONS



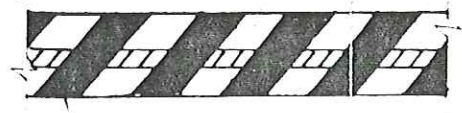
0 50 100 150 200
Metres
SCALE 1:2500
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SITE PLAN NO. 2
A 3058 NEWQUAY ROAD, SUMMERCOURT
AND OTHER ALTERATIONS

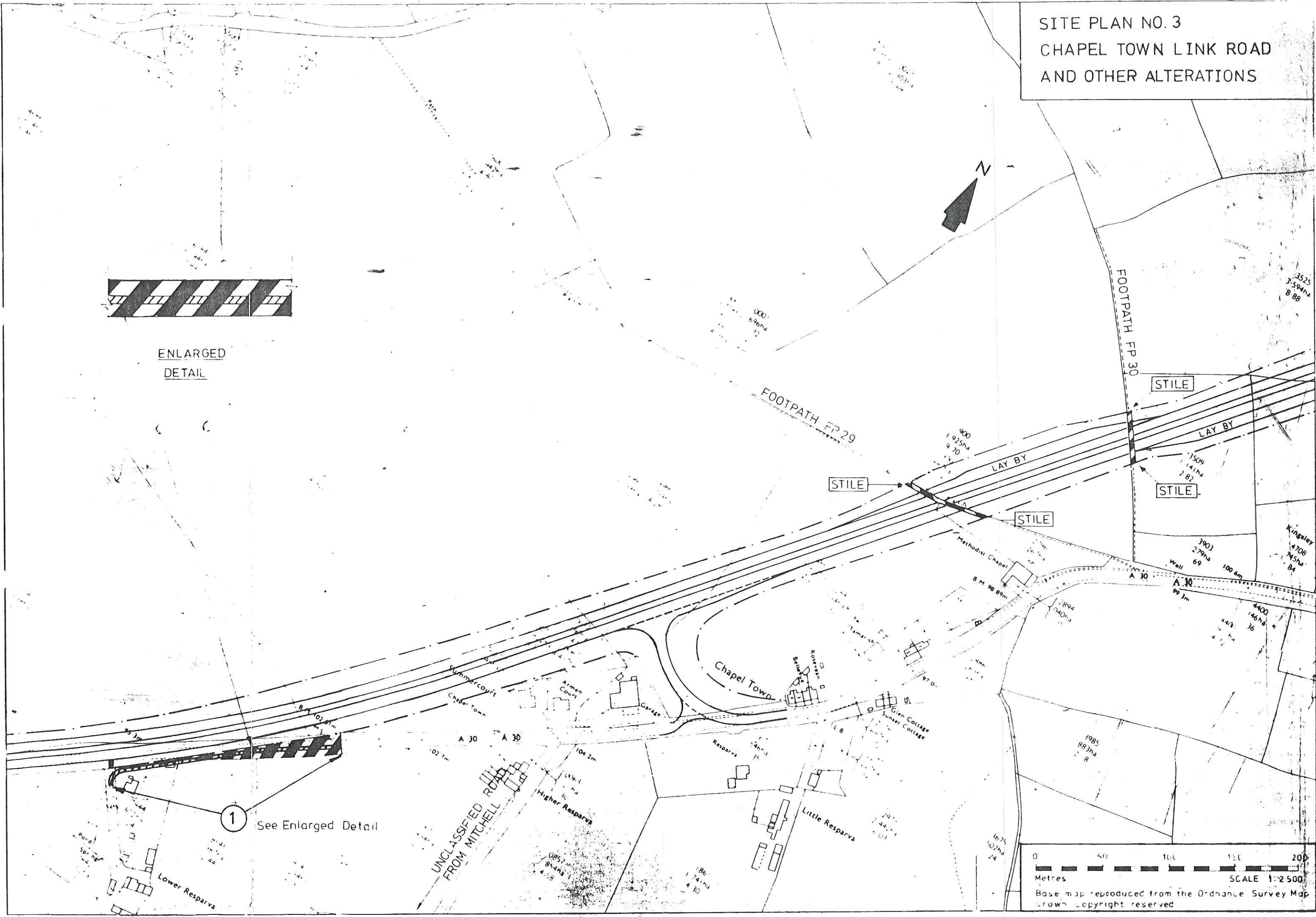


0 50 100 150 200
Metres SCALE 1:2500
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SITE PLAN NO. 3
 CHAPEL TOWN LINK ROAD
 AND OTHER ALTERATIONS



ENLARGED
 DETAIL

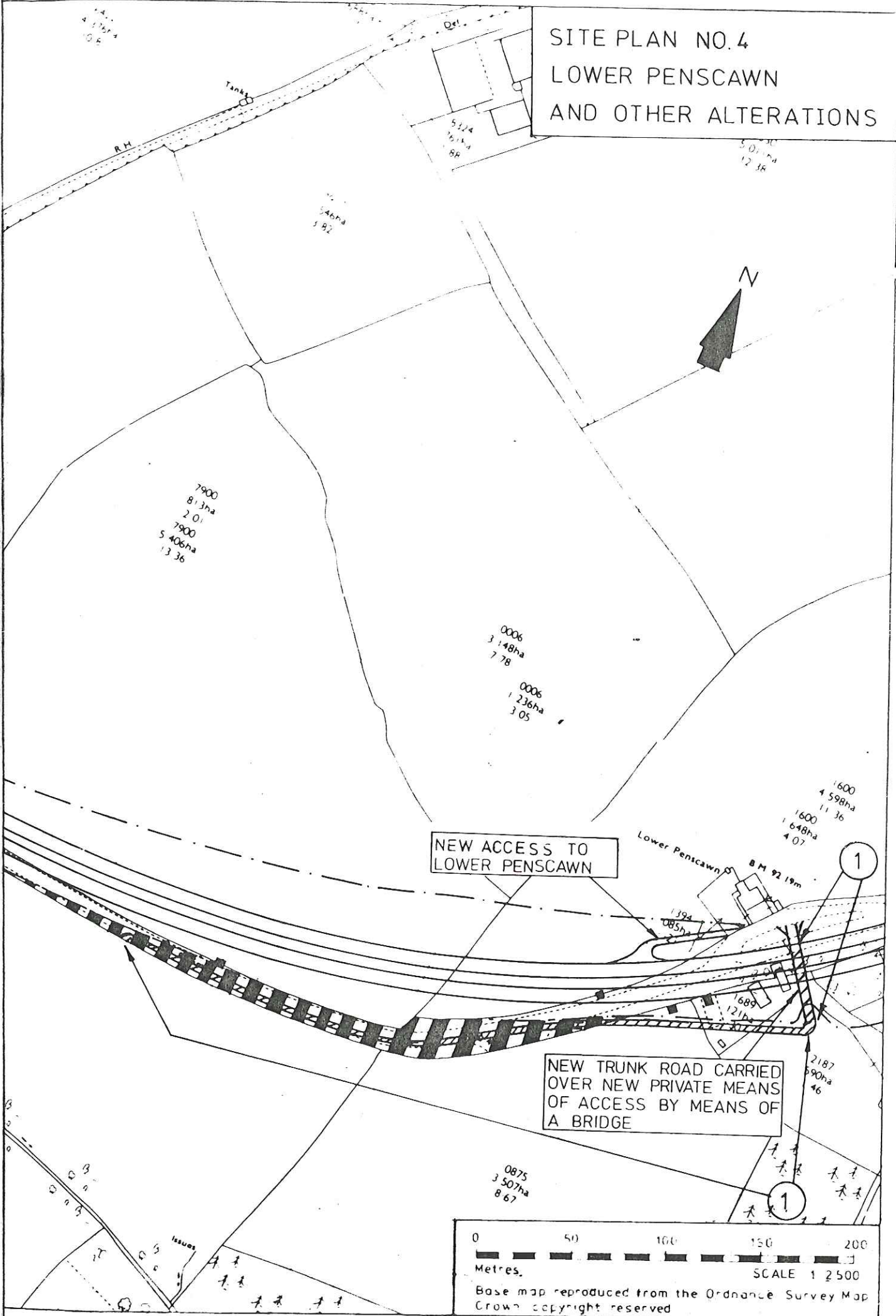


1 See Enlarged Detail

UNCLASSIFIED ROAD
 FROM MITCHELL

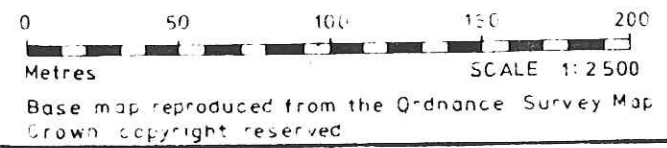
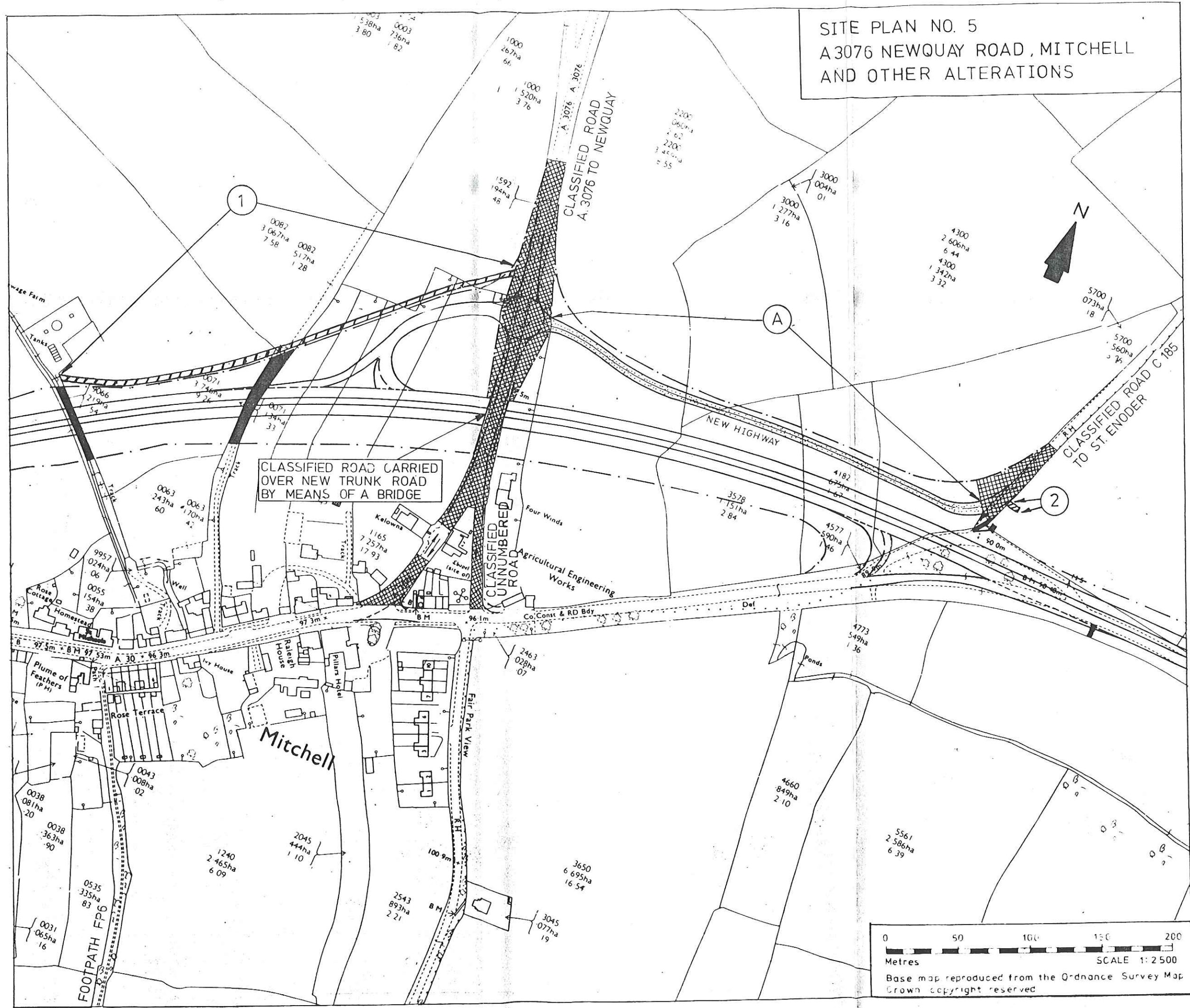
0 50 100 150 200
 Metres SCALE 1:2500
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SITE PLAN NO.4
 LOWER PENSCAWN
 AND OTHER ALTERATIONS

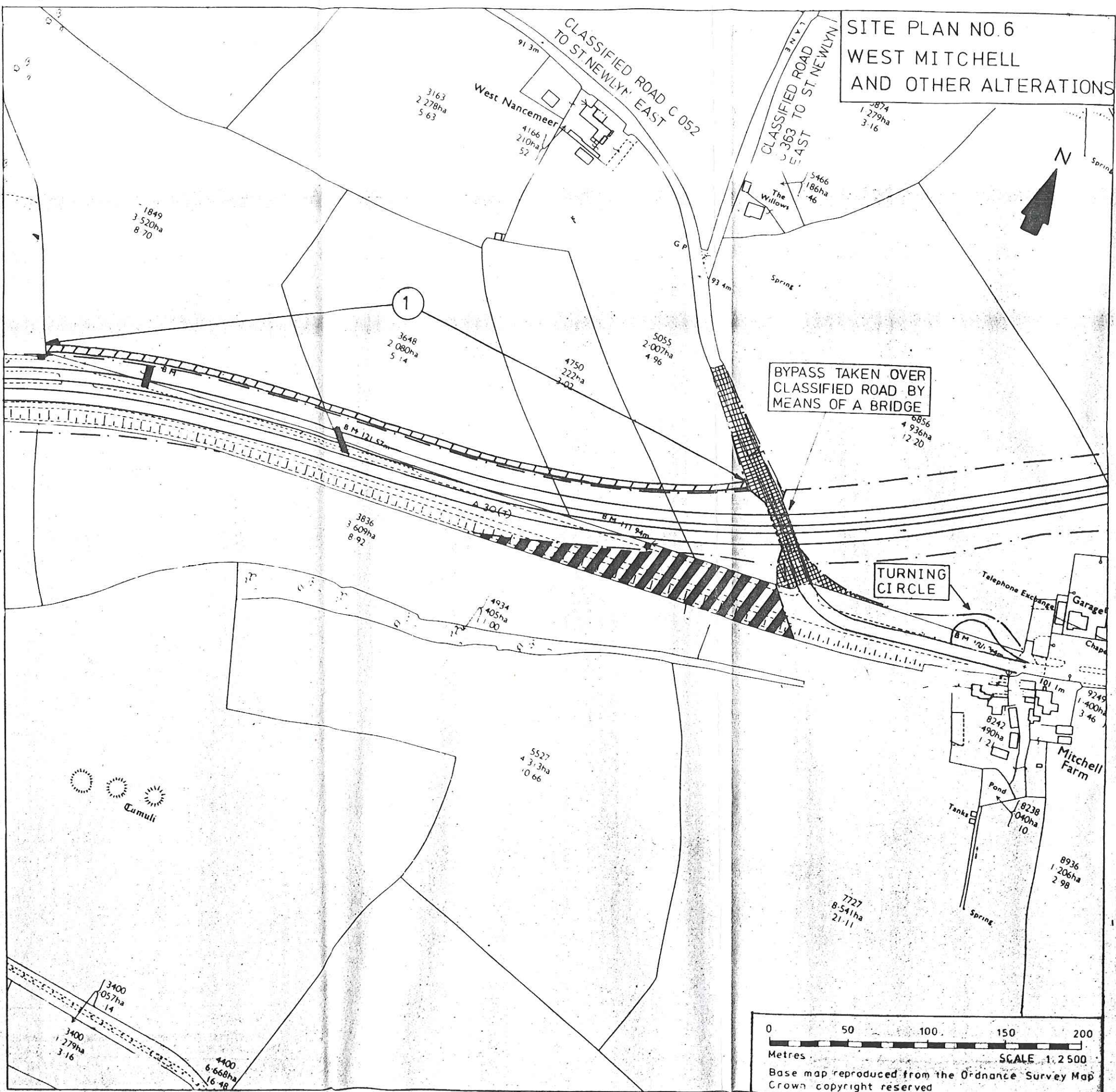


0 50 100 150 200
 Metres. SCALE 1:2500
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SITE PLAN NO. 5
 A3076 NEWQUAY ROAD, MITCHELL
 AND OTHER ALTERATIONS

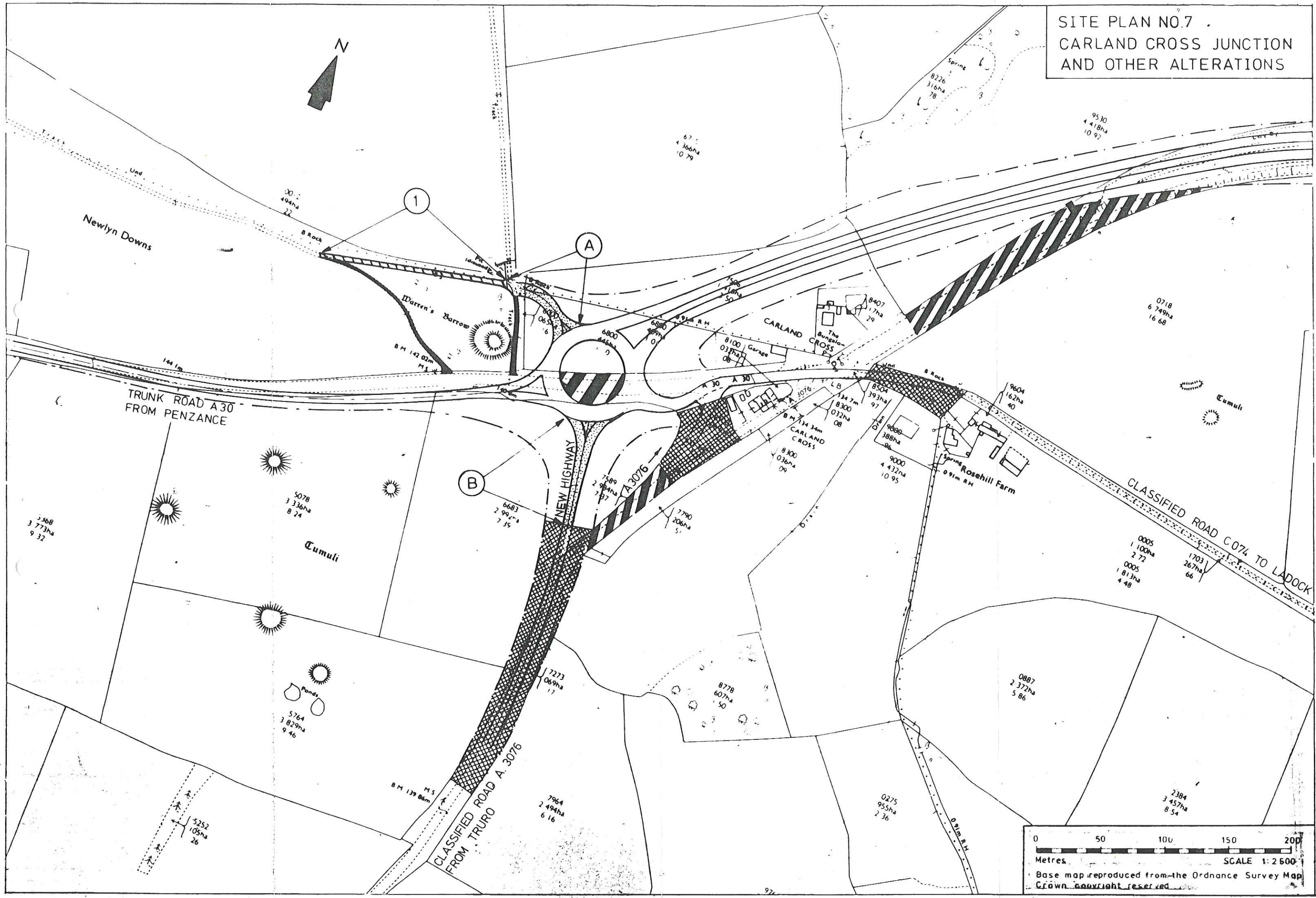


SITE PLAN NO. 6
WEST MITCHELL
AND OTHER ALTERATIONS



0 50 100 150 200
Metres SCALE 1:2 500
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SITE PLAN NO.7
 CARLAND CROSS JUNCTION
 AND OTHER ALTERATIONS



0 50 100 150 200
 Metres. SCALE 1:2500
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Highways England want to provide a highway network which safely meets the demands of all users including communities close to the network and vulnerable users such as cyclists, pedestrians and equestrians. To meet those aims they are using the Cycling, Safety and Integration Designated Fund to: improve cycling facilities on or near our road network; invest in the road network to prevent incidents from occurring and to reduce the severity of those which do occur; and connect people, communities, businesses and services in a way that is reliable, safe and inclusive.

Highways England is investing millions of pounds to improve the lives of communities along the A30 in Cornwall and have allocated funding to Cornwall Council to address existing issues of severance caused by the strategic road network in the vicinity of the A30 north of Truro. This will improve provision for cyclists to either side of the A30 and in addition deliver benefit for pedestrians and equestrians.

The schemes will provide a comprehensive, high quality walking and cycling network across central Cornwall. Spanning more than 30 kilometres, and starting later this year, the work will significantly improve the cycle network, increasing cycling as a method of travel to work, attract leisure and tourism trips, and contribute to healthy active lifestyles, while opening access to the countryside to be enjoyed by resident and tourist cyclists alike. The indicative route alignments, shown overleaf, include:

- Threemilestone to St Agnes. This traffic-free path will provide a cycle path alongside the A390 from the park and ride at Threemilestone to Chiverton Cross where a dedicated overbridge for cyclists will cross the A30 and then linking with an off road cycle path alongside the B3277 to St Agnes.
- Trispen to Idless. This signed cycle route will link the A39 at Trispen to Lanner Mill and then on off road trails through Bishop's and Lady's wood to Idless and the National Cycle Network (NCN) route 32.
- St Newlyn East to Carland Cross. This scheme will connect the existing National Cycle Network (NCN) Route 32 at St Newlyn East to Carland Cross via a traffic-free path through Newlyn Downs.
- Perranporth to Newquay. This scheme will re-use the route of the abandoned railway into a multi-use trail. The route starts in Perranporth and continues through St Newlyn East to Newquay. If we were to convert the full former railway route, it would create a new 10 mile commuting and leisure route.
- Chiverton to Carland. Until completion of the new dualled section of the A30 and the subsequent de-trunking of the old A30, no physical works will be carried out. Design work of cycling provision along its full length, however, will be carried out.

Cornwall Council will be leading on the delivery of these exciting schemes, and over the coming months will be undertaking surveys and collating information to develop the designs. Early engagement with landowners will be followed by public and stakeholder consultation later in the year, with the schemes due to be delivered by spring 2021. All of the schemes except for the cycling provision along the de-trunked A30 will be provided irrespective of whether or not the A30 dualling goes ahead.

For more information, please contact one of the delivery team:

Rick Clayton	Major Transport Scheme Lead, Cornwall Council	01872 224685	rick.clayton@cornwall.gov.uk
Doug Boden	Transport Principal Officer, Cornwall Council	01872 322684	douglas.boden@cornwall.gov.uk
James Lantsbery	Project Manager, CORMAC	01209 616991	james.lantsbery@cormacltd.co.uk

Indicative CSI Routes
Subject to design and development

CORMAC SOLUTIONS

Scale 1:50,000 @ A3	Date 30/01/2019	Drawing No Area Map
Drawn by JB	Originator n/a	Project Manager JL
Revision No 0	Nature of Revision Original	Grid Reference

Key

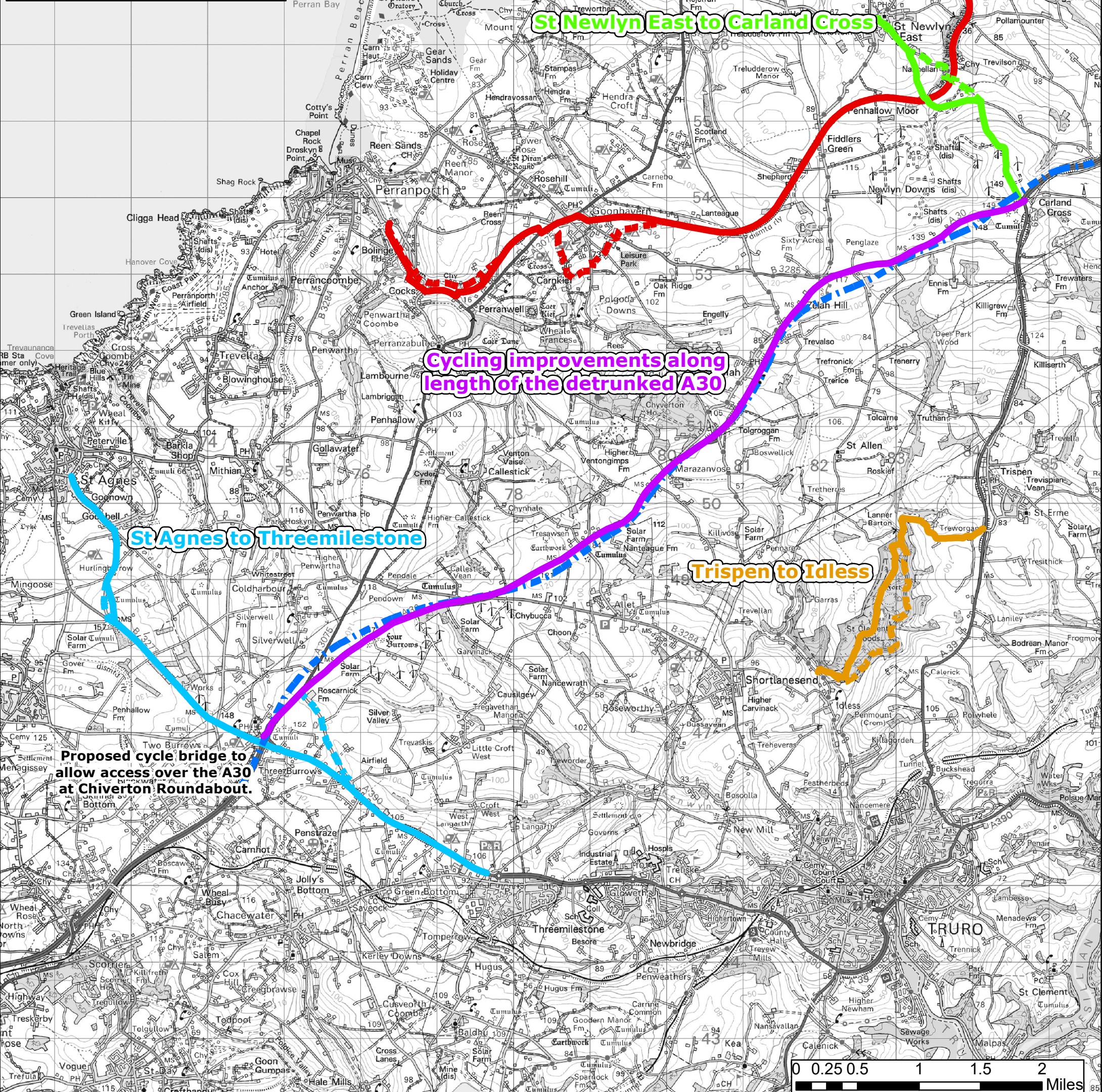
- Route 1 - Perranporth to Newquay** (Red line)
- Route 2 - St Newlyn East to Carland Cross** (Green line)
- Route 4 - Trispen to Idless** (Orange line)
- Route 5 - St Agnes to Threemilestone** (Blue line)
- Route 7 - Improving the Current A30** (Purple line)

Connecting route (Dashed lines)

Proposed route for dualing of the A30 (Blue dashed line)

The routes shown in this drawing are subject to design and development during Spring and Summer 2019.

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Perranporth to Newquay

St Newlyn East to Carland Cross

Cycling improvements along length of the detrunked A30

St Agnes to Threemilestone

Trispen to Idless

Proposed cycle bridge to allow access over the A30 at Chiverton Roundabout.



Cycle Cornwall: New cycle trails

Transformational investment from Highways England in partnership with Cornwall Council for four new off road, cycle trails including links between Newquay, Perranporth, St Agnes and Truro. Building on the success of well established cycle routes such as the Camel Trail, these new routes will be built to a **high standard** and will be off road; enabling **safe, healthy and fun journeys** for commuters, families, school children and visitors. Once completed this 30km network of trails will link housing and employment growth areas, connect coastal communities, provide **sustainable access to key services** and help address congestion and air quality issues.



New cycle trails

- 1 **St Agnes - Truro** (8km)
includes a new cycle bridge over the A30
- 2 **Trispen - Idless** (4km)
- 3 **St Newlyn East - Carland Cross** (4km)
- 4 **Perranporth - Newquay** (14km)

Proven concept

In 2015 the economic outputs of the multi-use Camel Trail in north Cornwall were:

424,000 visits £6.7m user spend
150,000 bikes hired £13m of business turnover
260 jobs supported



The funding

- £17m from the Highways England Cycling Safety and Integration Designated Fund
- £2m from Cornwall Council Local Transport Plan

The offer

Building on the existing successful partnership working to deliver walking and cycling and public transport infrastructure and completing major investment in Cornwall's strategic road network with an ambitious, high quality, area wide network of four walking and cycling schemes within 1.5 miles of the A30 Trunk Road.

The outcomes

- Addresses key gaps in walking and cycling provision and helps overcome severance
- Connects well established and popular Trail networks including the Mineral Tramways and National Cycle Network
- Supports the delivery of approx. 10,500 new homes in Central Cornwall area by 2030
- Improves connectivity and sustainable access to significant settlements within good cycling distance of the North Coast and AONB

Wider benefits

- A modal shift from car to cycle and walking for short trips and public transport
- Reduced congestion and improved air quality in the Truro AQMA (Air Quality Management Area)
- Improved health and well-being in children and adults as a result of more active lifestyles contributing towards a reduction healthcare costs

Key

- National Cycle Network 32
- Travel to work trips
- Population

Truro Cycling Campaign

By email

Your ref:

My ref: T5113/CSI

Date: 1 April 2019

Dear Truro Cycling Campaign

A30 Designated Funds – St Agnes trail

As you are aware Cornwall Council has committed in principle an additional £2million contribution to support the Highways England £17.1m funding for the Cycling, Safety and Integration (CSI) programme of new high quality cycle routes for Central Cornwall.

Cornwall Council is leading on the delivery of these schemes and is currently reviewing the previous feasibility work undertaken by Highways England Arup team, and undertaking some early community engagement which you have very helpfully supported us with. This work will refine the scheme designs for more formal consultation later in the year in advance of Planning, and feed into a cost and programme review as we move forward.

There is a lot of work for us to do on developing the schemes, acquiring land and getting the necessary Planning and statutory approvals in place, but please be assured we are committed to delivering a high quality off road cycle route from St Agnes to Truro that will include an appropriate crossing of the A30.

The current plan includes a pedestrian/ cycle bridge at Chiverton and we are progressing design options that could provide suitable crossing over either the existing A30 or with the new dual carriageway scheme currently going through the Development Consent Order (DCO) process.

Regardless of the outcome of the DCO we remain committed to providing a route that will meet with our shared objectives for a St Agnes trail and look forward to working with you and colleagues at Truro Cycling campaign to this end.

Cornwall Council's funding contribution to these projects has no specific end date and if circumstances dictate, then our position is that suitable provision could be made from the Council contribution to deliver the optimum cycle/ pedestrian bridge solution alongside the new dual carriageway scheme after the March 2021 HE Designated funding window closes.

I trust this demonstrates our commitment to providing a bridge over the A30 and route linking St Agnes to Truro that will meet with your expectations and that if necessary we have the financial means and flexibility to deliver this alongside the new dualling scheme.

Yours sincerely



Nigel Blackler
Service Director – Transport and Infrastructure
Economic Growth & Development
Cornwall Council
Tel: 01872 323084
Email: nigel.blackler@cornwall.gov.uk

Hearing Action Points - A30 Chiverton to Carland Cross

Action points arising from the Walking, Cycling and Horse riding Hearing, 10am Thursday 4 April 2019				
	Action	Party	Deadline	CC Response
1	Clarification of position regarding potential link west from the existing Chiverton roundabout area to existing BOAT 309/25/7	HE CC	3	Understand potential safety issue with directing cyclists towards the cycle off ramp from east bound dual carriageway, but request further investigation by HE team to produce a design layout for cycle path linking to the BOAT within the available land, and undertake a safety review.
2	Clarification of position regarding potential higher rights link in the area shown on Rights of Way and Access Plans Sheet 3-ref. Z (PR5)	HE CC	3	Support provision of step access with bicycle channel to provide pedestrian/ cycle link from the bridleway to the realigned B3284 south of Creegmeor Farm.
3	Summary of position regarding the section of the Shortlanesend road from St Fredas to Two Burrow Hill, which forms part of the National Cycle Path (route no. 32).	HE CC	3	CC strategy for de-trunked existing A30 is for this location to be operating under a 40mph limit which may allow a suitable pedestrian and cyclist crossing within acceptable design criteria. (The DCO design is to 60mph standard in DMRB) – further discussion with HE team on the de-trunking measures in early May. Request HE investigate potential for ped/ cycle crossing at this location with a reduced design speed. If appropriate this would mean that rather than stop up the section of highway adjacent to St Freba nursery, that it should be restricted to non-motorised vehicles only.
4	Summary of position regarding potential further links east from the northern end of Kenwyn BR3	HE CC	3	CC keen to avoid creation of a dead end bridleway – the current RoW does provide a link to the current trunk road but presumably this will not be case with the new dual carriageway scheme. Therefore request HE investigate potential to link this bridleway to appropriate section of highway to the east to avoid creation of a dead end bridleway terminating at

Action points arising from the Walking, Cycling and Horse riding Hearing, 10am Thursday 4 April 2019				
	Action	Party	Deadline	CC Response
				the boundary of dual carriageway. Also confirm details of fencing to prevent equestrians joining the new dual carriageway scheme.
5	Comments on possibility of additional signage to that proposed at Carland Cross for westbound cyclists at Mitchell to encourage earlier off-road use	HE CC	3	Support continuous signage to direct cyclists off A30 at Mitchell to use new section of bridleway – this may require further cycle direction signing on the local road network
6	Confirmation of the status of the section of route to west of end of proposed bridleway VV	CC	3	This section of highway was stopped up as part of earlier works to Carland Cross junctions as per the details of the attached Side Roads Order and Stopping Up order and plan
7	Clarification of any additional requirements arising from the outcome of point 7	HE CC	4	Highway England will need to establish how to secure this land to allow connection with bridleway
8	Summary of designated funds proposals	CC	3	See attached infographic and leaflet
9	Confirmation of the position with regard to the manner in which the highways proposed to be stopped up are shown in the dDCO and whether this would legally achieve the intended outcome	HE CC	3	CC recommend that plans are amended to show full width of dedicated highway to be stopped including highway verge and carriageway.
10	Further work on the design of the proposed tunnel in connection with Chiverton roundabout, with particular focus on the proposed width	HE	3	CC support widening NMU underpass to 5m width if this can be achieved without compromising the vertical alignment of the scheme.
11	Summary of situation in relation to the proposed overbridge at Chiverton Cross	HE CC		See letter to Truro cycling campaign dated 1 April 2019 setting out CC current position with regard to delivery of cycle/ pedestrian bridge at Chiverton